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or time than paid for. THE DAILY NEWS WILL no served to subscribers t

the city at 15 cents a week.

ADVERTISEMENTS -First insertion, 15 cents a line subsequent insertions, 10 cents a line. Business see. 20 cents a line. Marriage and Puneral No ti ces. One Dollar each.

NEWS SUMMARY.

-Gold cloged in New York on Saturday a

Juston was quiet, with sales of 600 bales a 35 cents. -In Leverpool cotton continued easy: sale 12,000 bales; uplands 13% i; Orles os 14d.

The comet in the northern heavons is no visible to the naked eye. -The health officer at Key Wost certific

that the city is in an entirely healthy condition no new cases of fever have been reported for twenty days. .
All the Valley of Virginia papers continue to complain of the great drought. In some sec tions they say they will not make a busuel of corn to the acre, and the heat is so oppres

that mee and beasts cannot stand it much

-Mr. N. Sargent, commissioner of customs has been looking up the laws establishing a seat of government for the Huited, States, and has propared an article to show that Congress cannot remove the capital except by an

amendment to the constitution. -The Pittsburg (Penn.) Commercial announces that Justice B. C. Grier, of the United States Supreme Court, will resign early this fall. He is seventy-five years of age, and while as mental faculties are not much impaired, be

has become physically enteebled. -Hon, John Covode, chairman of the Penn\_ sylvania depublican State Central Committee. was in Washington a short time on thursday, and scens to be sauguine of the success of the Republican ticket in his State this fall. He had a lengthy interview with Commissioner Dolano relative to internal revenue matters is

-The Norfolk Virginian of Friday says "We have good season to believe that a telegr m was received in this city yesterday to the o I ot that Grant had given instructions to Canby to install the Governor eact without delay; but masmuch as there was no pressure business for the Legislature to convene, that the meeting of that body would be deterred

for the present." -A very desperate riot took place at a piculo at Spring Hill Grove, New Jersey, on Welnes-day. The Emmett quards of Jersey City and their friends, to the number of about fifteen hundred, formed, the party. Hardly had the steamboat and barges arrived at the groye when a New York rough insulted a indy, and was promptly knocke i down by one of the Guards. A fight ensued, and the roughs, who were largely in the majority, atta-ked the Guards florcely. Some one engaged in the meles drow a revolver, and this was the signa for knives and pistole to be drawn freely on both sides. The fight that ensued was of a fearful character. Shots and stabs were numerous, and injuries from stones much more so. At last, after a great effort, the Guards succeeding in getting to the boats and pushing off, the crowd on shore hurling stones 'udiscriminately at the e on the barges. Many of the roughs went quickly by land to Jersey City, and collected a crowd of their sympathizers, who went to the wharf and awaited the arrival of the pienic expursion. The police had, however, got wind of the affair, and were on hand in force. By freely using their clubs the were enabled to dispere the rioters s. far as to allow the excursionists to disembars and march safely away, and succeeded also in arresting a great many of those who appeared to be rugleaders in the disturbance.

-The London papers of the 7th comment upon the change of position of the Harvard ow. The Pimes says the result is to place the two longest-reached, and consequently the greatest power of propulsion, amidships; but reacest power of his height, somewhat more fishy than his collesgues who are nearer the stern, it may, in the opinion or some nautical judges, throw a little too much weight in proportion to the power in the bow. No sensibi retardation is, however, observ ble from this cause, and seeing that the rowing in the match will be with the tide, it is doubiful whether the arrangement will no: be advantageons rather than otherwise. It appears that it is not Summons who is building the new boat for the Maryard erew, but an American builder they carried over with them. Alluding to the fast time (twenty-one minutes and ten seconds) made on Saturday, the New York Times thinks it must have taken the English public and all rowing m in by, surprise. It is nearly the fastest on record. Much, of course, depends on the state of the wind and tiue, but last daturday Oxford rowed under the came conditions as the Harvard crew, and they were left far behind. The fastest time ever made was in 1846, when Cambridge win the race in 31 minutes 5 seconds. The Harvard crew, after only a few days' training on the Chames, bave almost equalled this sonievement. It is to evident the Harvard men will give their empetitors very hard work, and that if they are beaten, which now seems improbable, it will be by a great improvement ou the part of the Oxford four of Saturday last. The regular sourse alluded to in the telegraph extends from Pulney Bridge to Barker's Balls, Mortlake, the distance being four miles and-a-half.

-Hon. George H. Pendleton's accep ance of the nomination for Governor of Ohio is pubed. He compliments General Bosecraus and others who were before the convention and rostera es his well known views on the pational fluances, endorsing the platform of repudiation of the national debt. He conclude as tollows: "Governor Hays in his speech at Wilmington; forgot to allude to the fifteent amendment, and we know not his views on that important ques ton." In discussing the finances, he said: "We are in the midst of profound peace, yet money is scarce and bust-ness depressed." He might have died that employment is difficult to be obtained, labor ba ily rewarded industrial puranita hampered enterprising men engaged in business standing on the verge of bankruptey, interest orormously high, the taniff oppressive, internal taxation unequal; most unjust and orderens; that dead capital is emploid and active capital and labor weighted down. warming with the petrice, he might also have eath that for eight years to fispublican party, had been in absolute possession of the government, that a Republican Secretary or the of fair speed, large or pasity and fight draft. June 16

THE DAILY NEWS. Treasury bas now coutrol of the mouey market of the country, and that he uses his power only to still further contrast the currency, increase hard times, buy overdue bonds at \$120, which by law he is entitled to pay at par, thereby taking twenty dollars for every hundred from the taxpayer and giving it to the bondholder. The farmer, the merchant and the manufacturer will ask why these things are so? What the cause? what the remedy? They are mportant questions for this fall. They touch Democrate and Republicans alike; they rise above the domain of mere partisan politics. and should be considered with the calmest reason, the purest motives and the best judgment. In this spirit I shall discuss them a oon as I am able to take part with my friends in the activity of the canvass. Of the result in October we need have no fear."

## CHARLESTON.

MONDAY MORNING, AUGUST 28, 1869.

THE FOLLOWING STATEMENT FROM THE BOOKS OF THE CITY ASSES OR SHOWS THE ACTUAL GROSS RECEIPTS OF THE DAILY NEWSPAPERS OF

JULY 31:		9450	to state and	14		10000	
Charles and Mineral Street	1869.		DAILY COURIER.			DATLY NEWS	
Januar	y		\$4,987	14.		\$5,568	
Februa	ry		4,248			5,600	
March	1015		4,597		-	5,504	
April	1		4,200			4,879	
May			3,540		-	4,75	
June	- 11		2,576		-	4,84	
July		- 7	3,900	-		4,630	
July			ACTOR A	10.	14	VARIANI ME	
Tota	7 .	11.00	\$28,048	II.	:\$	35,27	

Deep Water and Direct Trade. 501

It is reported that the Port Royal Railroad is under contract and will be completed within twelve months. This may not be strictly true; but we do not go too far when we say that there is now some likelihood that the road will actually be built. We are well aware that some sanguine souls believe that the opening of the Port Royal Railroad will greatly benefit Charleston, which may be to Port Royal what London is to Liverpool. This is not our view of the situation. All the through business which passes over the new line must be taken from existing routes. The gain of Port Roya will be the loss of Charleston, and it is high time that we should ponder well the best means of counteracting a movement which breatens, more or less seriously, the trade

and commerce of our city.

The Port Royal Railroad, if built at all, will be built for the purpose of competing at Augusta for the trade which now goe to Savannah or Charleston, while Port Royal is expected to be made the place of import for the whole of the South and West. It is not the object of the projectors of the Port Royal Railroad to give greater railroad facilities to the country lying between Augusta and Port Royal. For this they do not care a straw. What they want is the business which is divided at Augusta between the Central Railroad and the South Carolina Railroad . To obtain this business they must fight bard, and when they got it the rates will be low and the profits small; for it is certain that the older lines will no allow heir business to be taken from them while it is possible to retain it, either by increasing their speed or decreasing the cost of carriage. But the Port Royal Railroad looks beyond this; and its friends expeet that it will command the whole business of the West which may come in by the Blue Ridge Ballroad, all the Western busi ness coming in by the Chattanooga route, and all the business which now comes in from Georgia, Alabama and Mississppi. At he same time, by a line of direct steam. ships, the supplies required by the South are to be brought into Port Royal harbor and shipped over the new line to their des tination. To sum up the whole project in a few words: Port Royal is to be made a great city and the Port Royal Railroad is to be made a flourishing corporation, by the very agencies which have always been relied on and increase the business of Charleston. We are still of the opinion that a huge land speculation is at the bot tom of the Port Royal Railroad scheme What we have to deal with, however, is the actual result, and not the means by which it may be accomplished. As the matter now stands, we run some risk of losing

ate to strengthen the position of Charles-The main arguments advanced in favor of Port Royal are that it has Deep Water, and by reason of its deep water can soon have Direct Trade, in the shape of a line of first class steamships running between Liv erpool and Port Royal. This is the essence. of all that can be said in favor of the new scheme. Charleston is pronounced too small. Our wharves, our factors, our mer chante, our commercial prestige, our estab lished reputation as a cotton market, count for naught with these Port Royal people Tuey declare that it is easier to convert rice plantation into a commercial metropo is than to give Charleston "Deep Water and Direct Trade " Here do we join issue with ne advocates of Port Royal City and the

the business and the commercial standing

which we have striven so long to obtain

We should, therefore, prepare at once to

meet our enemy; for assuredly if we do not

budg until the new railroad be open from

Augusta to the sea, it will then be all too

Port Royal Railroad. We take it for granted that with a mode rate and steady ourley of money the deprh of water on Charleston bar can be so deep ened that ships with a freight room of 8000 hales can be brought in upon any ordinary tide. All our information points to the con lusion that we can, if we are willing to pay for it, bave as much water on our bar as the largest ships require. And we prosume that no one will deny that Charleston narb r, shod entered, is as date and as com medious as any other harbor on the South A lensie coast With money than, we can have Dobp Water; but what can we hay for Direct Trade! Last season we had a line of team thips running with regularity and dispatch between Charleston and Liverpool, and the same steamshing or similar on a will ruh on the same line this fall. This, noware, to but, a temporary measure. What we must would be a line of steamships

Suca ships can be built, and can be run so economically as to be always profitable.

This, then, is our position. Aline of railroad s about to be built which may, when completed, take away much of our trade, if Charleston has then no greater commercial facilities than she has at this moment. But we can, by the time that this new line is completed, have a depth of water on our bar as great for all practical purposes as that at Port Royal, and we can have, besides, a fleet of steamships on the stocks, or already running, whose province it shall be to connect Charleston with Europe. With . Doep Water and Direct Trade," Charleston can langu at Port Royal. We have a myriad advantages that no new city can have for many years to come. .But to turn these advantages to proper account, and to make the Port Royal Railroad harmless, we must have more water on the bar and a line of steamships of our own for our import and export trade with Europe. We should, therefore, go to work at once, and when we have made a beginning; when we have shown our determination to succeed; we may fairly ask for the co-operation of corporations whose business intercourse with our city has been long and pleasant, and who now only turn their thoughts to Port Royal because they see no active life in Charleston.

What it Costs.

The Laucaster Ledger states that it took the sum of \$1446 to pay off the assessors of Lancaster County. It is estimated that the work occupied the assessors 482 days at a cost of \$8 a day.

Under the old State Government it cost about \$600 to assess and collect the taxes of the county. Now it will cost: For County Assessors \$1446
" County Auditor 1000
" Tax Collector 1200

We presume that the same condition of things exists in every county in the State. The cost of our local administration is trebled and quadrupled; we are overrun by officials of all sorts and sixes: all that the Radicals may fill their pockets and grow

The Radicals are, in truth, as much the enemies of the frugal working man as they are the enemies of decency and good order. Take Congressmen Bowen and Governor Scott as specimens. . They are trusted by their party. No Radical hand is lifted against them. But where is the respecta ble white man who would allow either the Congressman or the Governor to cross nic threshold ?

There must be no compromise with thes men. They can be made to wince though their hides are tough. And he who by his silence enables the rogue to go unwhipped of public justice, is himself guilty of high reason to his people.

THE London Pall Mail Gazette, a journal whose critical reputation stands very high, totally dissents from Algernon Swinburne's estimate of Victor Hugo's L'Aomme qui Rit and describes it as "the maddest of all mad books ever written by a man of genius, and as baine, in one nart at least "inevousably flithy." In addition, the Gazette exposes many technical and historical blunders into which the novelist has fallen. partly through "ignorance of England," and partly through his "desire to abuse that country."

Tax members of the various Building Trade Unions of New York have recently organized a Central Union or Conference Committee, to be composed of delegates from the different Unions engaged in the work of constructing nonses, such as car penters, bricklayers, painters, gas fitters, plumbers, laborers, mesons, &c. The assoniation has been organized by the election of officers, and the trades represented are the house carpenters, stair-builders, plumbers and bricklayers.

It is said that preparations are being ne Blue Ridge, Railroad

It is reported in Radical circles that the otal receipts of taxes at the State Treasury to date are \$488 000

Cotton Gins, Ctc.

GULLETT'S STEPL BRUSH COTTON GINS.

THE SUBCORIBER IN NOW PREPARED TO fill orders for these justive celebrated GINS. Certificates from reliable planters in this tate who have bought and used them the past associes of sealing irom the Factors and Bickers, fully confirm all that is claime, for them and the factors now well established that the increase in the press of Cotton gioned on this Gin will, on every forty bales, fully pay for the cost of the Gin. 1 . A180.

HALL'S PATENT! COLION GIN FEEDER A valuable Machine, saving both time and labor in the ginning of a crop. Can be attached to any Gin Send for Circulare

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HERET IMPROVED MOGARTHY GIN,

ADAPTED TO "Pine Upland Cottom."

it to the aumning of UPLAND: OF 10N. The use of it to the aumning of UPLAND: OF 10N. The use of it. "ye few, on this cotton law season proved that it enhanced the value of the Cotton as it does not introcine staple to the slightest degree.

Plantars will find it to their advan age, and are redested to examine into this din, particularly those who have planted the this like the country of the sich has been in use upon the rea Island 'ofton for over officen years, and its reputation for that cotton faily established. Apply to

Machinet and Foundry.

August 11 whilms No. 814 Meeting-treet,

Wines, Daners, Ctr.

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Injuries operated will be made for large lots of which the made for large lots of which the made for large lots of which the made for large lots of the made for large lots of the lar

A Wants.

CITUATION SEANTISD, BY A MIDDLE-AGED English vechau as took. Apply at the CORNER OF SILET AND MARKET SILETIN, up atairs.

1 ANTED - L. L. D. THAT HAS HAD Some on output process in the Mode Water business. can learn of a sate from by calling this day at No. 136 MRE11NG-3 FAET. 11 August 23

WAN'S DATE REAT, HALF A HOU & in the central part of the city, oya small amile without children. Direct, stating terms, to P. O. Box No. 30.

WAN'S DATE OF A MAN FAMILIAE WITH the LUMING BU IAESS, to superfused a mill rard inquire at No 101 BEAUPAIN-81 REET. August 29

G OBS OF RVANCS, WHITE AND COL.
OBS OF THE OBST OF THE

WANTED "O PURCHASE, FUR CAS"

B 2004 SECONY-HAND PIANT, Apply a

P. DAUFK', 2004 and blude Store, No. 449 King
street, ab 20 Callagra-dreet. August 1 WANTED . YOUTH PROM to to so Versiold, who would be wilting to mak him-elf generally useful as above in a store in Unionville, b. C. Address POSIOFFICE BOX, NO. 17, Union J. H., S. C. August 14

O. H., 8, C. August 14

WANTED TO REBUT, A SCHOOLLHOUSE and RESIDING. Address, stating
toms, P. O. Eco. No. 160. wfm22 August 11

WANTED, EW A MARKIED MAN, A
SIGNIFICATION COMES WILL OM M. S. S. west; is acqualated with all branches, having work ed in them all, but whould e-led WEYING as choice. Farties conling his engage such a person will please address a pote, statung terms, to JOHN J KELLX, No. 148 swite-street, Boston. May 24

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August 20

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March 12 WAREHOUSE AND SEED STORE WAREHOUSE AND SEED STORE
AUDICULTURAL IMPLEMENTAL SANDER
SENDA SEN Micetings.

PRIENDSHIP LODGE, No. 9, A. F. M. THE REGULAE COMMUNICATION OF THIS LODGE will be held I HIS EVENING, at Masonic Hall, at Eight o'clock.

Candidates for the M. M. Degree will be punctual. By order W. M.

August 23 becreary.

CHARLESTON HOWK AND LADDER

A TTEND AN PATE. MERTING OF YOUR Company. "HIS EVENTED at Fight o'clock. Members are requested to be punctual. By order. Groker McLAIN. August 13

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A TIRND THE REGULAR MONTHLY MEETING of your Society (His (Aloada ) EVENING, at right o'clock at Hall south-eest corner of King and Liberty stroots.

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out interruption, till the Phursday preceding the four hoffuly ansulug. The organization of the Institution is very complete embracing extensive and thorough courses of instruction in LIPER ATURE AND KOLENGE, and to the Professions of Law. Medicine and engineering the contract of the c

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July 24 Imo Chairman of the Faculty.

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August 14, 1889.

August 23

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STATEMENT. Assets..... 1.500.000 Annual Income...... 800.000

Losses Paid..... 500,000

W. H. PECKHAM, President. WM. T. HOUKER, Vice-President.

SOCIATION OF CHARLESTON. S. C.

IN ACCORDANCE WITH ABTICLE IX OF THE
Constitution, and in compliance with the solicitation of a large attractor of the Shurcholders, an
extra 'ornention of the saccitation is hereby called
to convene at the stall of the Washington Fire 'ompany, in Vanide here; sircet, on 26 h last, at halfpast Seven o'clock P. M. L. C. H. NDRCK. L. MoaDaM, Secretary and Actuary. G. A. FUDICKAB, Superintendent.

Hon. John A. Bex, New York. Hon. James Handen, Firm of Harper & Bros., ex Mayor New York.

JOHN J. CRANE, Provident Bank Republic. WM M. VERMILYE. Banker (Vermilye & Co.) PHANG. ROOKWOOD, Cashler Newark Bunking Company.

The business heretofore conducted in the City of tharleston, their the name of DEN vy & Purry, and in the tity of Coumbis under the name of J W. DENNY, was descrived by mutual content to the lish inst. EDWARD PURRY will content the business in Charleston in the own name, and is responsible to rail debts due by the inteconcern of DENNY & PERR), and is satitoris d to sign in liquidation. J. W. DENNY alone is to possible to rail orbits due by the Coumbis concern, and will also sign in liquidation of the Columbia business. Hon. GRORGE OPDIES. CX-Mayor of New York. MINOT C. MORGAN, Banker THOMAS RIGHEY, FIRM Thomas Rigney & Co. gar Refining Co openy

AARON ARNOLD. Firm of Arnold, Constable & Co. RICHARD B. BOWNE, Welmore & Howne, Lawyers, E. V. Haughwout, Firm B. V. Haughwont & Co. WM WILKENS, Firm of W. Wilkens & Co. JULIUS S. PRATT, Merchant, WM. W WRIGHT Merchant. CHAS J. -TARE, Merchant.

Charleston, August 20, 1888. THE CUPA TNEIGHTP SPRIETTFOR existing under the name and style of WIL IAM G. WHILDEN & Co., having this day expired by its own initiation, we, the undersigned, have formed a new Copartnership under the same and style, for the transaction of business at No. 255 KING ORNER OF BEAUFAIN TREET, and No 137 MEETING-STREET, tharleston, s. O. WILLIAM G. WILLIAM, W. G. WILLIAM, W. G. W. G. W. STEP EN TROMAS, JR. W. S. LANNEAU.

August 14, 1889. GRO. W. OUYLER, Banker, Palmyrs, N. Y. GRO. T. HOPE, President Continental Fire Inst auce Company.

JOHN G. MIHAWOOD Park Place.

WALTON H. PECKHAM, Corner Fith Avenue EDWARF H. WRIGHT, Newark, N. J. August 16 GEO. W FARLES.

W. L. Cooswill, Merchant.

GRORGE KRIM. GENERAL AGENT FOR SOUTH CAROLINA. Br. T. REBNATJERNA, Examining Physician R. ISSERTEL.

GENERAL AGENT FOR CHARLESTON uffice No. 265 King-street,

CHARLESTON, S. C January 12

NURMAY UNIVERSITY, G R RC E RAVILLE, S.C.—The next sersion of this INTI-UTION will open the 15th replember, and continue forty weeks without intermission.

Three years' scholarshus may be obtained conditioned on the payment of thirty foliars annually for three years, and entitling the holder of a scholarship to the tuition of o e pundi in all the regular-chools, on the payment of the incidental fee of nived deliars. Except to holders of scholarships, the charge for tuition for the vear will be sixty dollars, and five deliars for incidental expenses. For instruction in Practical Chemistry, or in Moders (anguages, there will be an extra charge, to be regulated by the sixe of the class

The regular 'schoo's embrace Mathematics 'and Mechanical Philosophy, Potessor JUD-ON; Latin Language and Lilerature Protessor -ABER; Greek Language, Professor MICH; Clemistry and Natural Philosophy, Professor Hullers, oric, Rh torte, an 'Intelicoutal and Moral Philosophy, Protessor FUEMAY.

Dr. #ABER will instruct in German, Precede and BROOKLYN LIFE INSURANCE COMPANY. 

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course of i. st. uction being excensive and thorough,
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in Engine mentaline during the estion;
in Engine mentaline during the estion;
in Engine Matuematics, Men'al, Morsi a is
Political Philosophy. H'story, Rictoric, English
Lib-rature, Ancient and Modern Languages, and in
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Columbis, S. C., August 2, 1869.

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2500 POUND. CHOICE SUGAR CURED SIBIPS

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30 pieces Dundeo Bagging, 45 inches, 1½ pounds
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yard
yard
26 pieces Dolohin Manufacturing Company Fea
leiand Bagging 1% th pounds yard,
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For sale 17
August 20
GEO. A. TRESHOLM & SON. NEW YORK BAGGING. DOUBLE ANCHOR BRAND.

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